

for the grants along with the other public use airports in the state. There are only six airports that are privately owned, and, of those six, I believe only three would be able to even qualify or meet the standards and, of those three, only one, at this point, has any interest. So we're not talking about a large chunk out of the regular fund but it is a fund that they contributed to. I support the committee amendments and support the bill.

SENATOR HALL: Thank you, Senator Bernard-Stevens. Anyone else who would care to discuss the committee amendments? Seeing none, Senator Robinson waives closing. The question is the adoption of the committee amendments to LB 609. All in favor vote aye, opposed nay. Have you all voted? Record, Mr. Clerk.

CLERK: 26 ayes, 0 nays on adoption of the committee amendments.

SENATOR HALL: The committee amendments are adopted. Senator Hartnett, to open on the bill.

SENATOR HARTNETT: Senator Hall and members of the body, this legislation would amend the Nebraska aeronautic statute to define a new category, a category of airports. The public airport is defined as a privately owned public use facility airport which is engaged in the business of providing necessary services and facility for the operation of civil aircraft and has at least one paved runway, is engaged in retail sale of aviation gasoline or jet fuel and which possesses facilities for the sheltering, service and repair of aircraft. There are several such facilities in Nebraska which provide vital service to the public but which are currently foreclosed from participating in various state aeronautics activities, from seeking services provided by the Department of Aeronautics and seeking state funds from the aviation and fuel tax. The intent of this legislation is (inaudible) at least in part the statutory distinction between publicly and private owned airports, and to permit all airports which provide a certain level and number of service to the...work with the state on a level playing field with a publicly owned facility to compete equally for state funds solely on the base of needs and benefit to the public and to share in the expertise and technical assistance available from the state. If this legislation is adopted, privately owned public use airport could receive the state's liaison with federal officials in other states and officials from other agencies and other publicly and private